

WASHINGTON NEWS
GOSSIP

By CHARLES BROOKS SMITH

WASHINGTON, D. C., July 26.—Plans are afoot, Republican leaders in Washington learn, to organize a motor caravan that will on a given date and along routes laid out with military precision, purr its way from all sections of West Virginia to the Ohio river, cross that boundary, line into Ohio, and head direct to Marion and the Harding front porch. It is planned to make it the most spectacular pilgrimage to that Grand Old Party Shrine, undertaken by enthusiastic supporters of Senator Warren G. Harding and his all-American running mate, Governor Calvin Coolidge, that will feature the on-to-Marion movement of Republican patriots.

If the scheme is carried out successfully as it is being planned, it will be the biggest army of automobiles that ever started on tour headed for the selfsame destination, that this country has ever seen. Compared to it the old Gold Rush train will look like a boy's band parade. The caravan will consist of the Buckeye and presidential candidates. The entire armada is to start from the old McKimley flagpole, which is doing duty as an angry of victory in the front yard of the Harding home.

The pilgrimage, so the story goes here, was conceived by Lyle B. Jones, a young banker, Republican hustler and civic booster of Parkersburg, who, with characteristic alacrity and enthusiasm, decided to work on it without delay. He laid his plan before the local Republicans, young and old, and they at once agreed to support a splendid suggestion. The preliminaries to organize the big undertaking were at once started.

It is realized that it is a big undertaking and will call for hard work on the part of men who have undoubted capacity for organizing an affair of the great political magnitude and importance that this is to be. A schedule of dates

the establishment of routes, and innumerable other details worked out. The idea is to organize the expedition on military lines, dividing the States into zones, and to get the great army of machines to the Ohio river as the first leg of the advance. Places for rendezvous along that river from Wheeling to Huntington will be designated for the nearest zones, and every possible order and direction that can be thought of in advance as necessary to move the mighty motor host across country to Marion will be worked out and proclaimed.

Many thousands of autos loaded with Republicans pouring out of West Virginia simultaneously along the Ohio River from the tip of Hancock county to Cabell, and heading out through Ohio slings to arrive at Marion on the same day, will be a sight new to the country and novel to politics. The aim of the promoters of the pilgrimage is to make it an excursion so unique in character and upon such stupendous scale that nothing can be done throughout the front porch campaign of the Republican presidential candidate that can surpass it. It is the ambition of the men who have set themselves to this great task to "pull off something" that will make the country sit up and take notice of a campaign feature which for very audacity and daring, for the magnitude and elaborateness of it, has never been equaled in the history of presidential campaigns.

It is a whole of a scheme and if it is carried out to success will the experienced managers of presidential campaign stunts here say, be as big and important a contribution to the success of the Republican national campaign as it will have made to it.

The scheme was originated before it was known that Senator Harding will probably make his first campaign speech away from Marion at the Republican State judicial convention to be held at Wheeling on August 12. But that will not interfere with the spectacular plan. If Senator Harding does visit Wheeling on the occasion of the convention, the Republican Auto Army of West Virginia, as it has been termed, will "return the call."

While no date for carrying out the big idea has yet been determined upon, it will probably be sometime in September. As to that, of course, Senator Harding's engagements must be considered. Besides, it will take all that time to arrange the details for such an immense undertaking.

AS IT LOOKS TO ME

By THE INSPECTOR

WASHINGTON, D. C., July 23.—Time was when the hotel proprietors of Washington were a haughty lot. They had all the temperance of a movie star and the irresponsibility of a motorcycle. Their rates were high enough to make even John D. realize that it was a very great privilege indeed to spend any time in the capital, and the ordinary visitor was fortunate to find a place to sleep upon any terms whatever.

But the dollar-a-year men have come. So have contractors on the lookout for quick profits. So have the men from Seattle and San Antonio, summoned here for a conference of one kind or another. So have a host of others, my officers, foreign diplomats, temporary employees of various departments. Only the ordinary working force remains.

That is why it is no longer necessary to send ahead an advance party in order to make sure of a room. Rates have not come down as very great extent, but courtesy has once more within the reach of all. "Why, certainly," is now the watchword among the hotel clerks instead of the stereotyped "Nothing right now."

Practically all the big establishments are upon the same footing. It is possible to get a room in almost any one of them when you want it and on the floor where you want it. To look today at one of the highly manicured young men behind the front desk, you would not suspect that he was the same gentleman who two years ago unobtrusively suggested that you rent an alcove at the rate that he formerly paid for a suite.

Even in Washington men live as before.

Through every loyal Washingtonian and what denizen of the capital is not loyal?—insists that the city is the most beautiful on earth, most of them will admit that the town suffers somewhat from the system of parking motor cars in the middle of Pennsylvania avenue and F

practically speaking, there is no way out of the difficulty, but the fact remains that the urban front of touring cars, runabouts, sedans and other vehicles and the sweeping lines of these become thoroughfares in many the prominent streets there are the rows of automobiles every day in the afternoon. To be persons who have automobiles are not to be blamed for using them. The garage space for them down in the basement, but those who drive Washington and enjoy its unbeatable beauty cannot help feeling that the parking problem should be solved some other way.

WASHINGTON, D. C., July 26.—There are 400,000 American cars in this country who are without representation. They are governed by a president who they have not participated in electing. They are governed by a president who they have not participated in electing. They are governed by a president who they have not participated in electing.

BOY CORN WIZARD
BREAKS RECORD

FREMONT, Ind.—Preston Moody, 15, is the champion junior corn grower of this state. He won the title in the Purdue University contest by raising 147.2 bushels of corn on an acre of ground near his home here. Sixteen hundred boys and girls entered the contest. This is a new record in Indiana corn production.



PRESTON MOODY

In Scandinavia wood is the usual fuel, while towns and villages are electrically lighted by water power.

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COAL SHORTAGE IN
NEAR EAST IS ACUTEAnd Yet There is Plenty
of Coal in That Part
of the World.

With the consciousness of our own acute shortage in coal, there is nothing so annoying to the American coal merchant as the knowledge of the vast area of possible coal country lying undeveloped in the Orient. Probably the greatest difficulty in exploiting the mining potentialities of Asia Minor has been the constant friction between the European powers which make it impossible for a concession to be granted to one without incurring the ill-will of the other. The American company which sought to establish a railroad a few years ago from Samson to Sivas—a distance of about 150 miles—with the right to cultivate the coal mines on both sides of the road, found their hands tied so far as obtaining a concession was concerned, and today we find that around Maras the people obtain their fuel by simply stirring the top layer of soil and picking up the surface coal. Naturally, if the American or European interests were permitted to carry on activities in this region the fuel famine which prevails there as elsewhere would be alleviated.

American relief workers engaged in assisting the Near East Relief program of aid to Armenia, Greece and Syria report the use of charcoal dust mixed into balls with mud as a substitute for coal around Bardis. The trains have been cut down to one-run a week schedule owing to the shortage and the war-time use of wood-fuel for the railroads seems out of the question owing to the wiping out of the forests. For centuries the people of the Near East have used charcoal as fuel, carrying piles of wood up to the mountains, piling it in holes with water poured over it, and burning it until only the stumps of charcoal remain. The result of this has been wanton deforestation—a wastage of good forest reserves that will undoubtedly continue unless the coal potentialities are made use of.

Before the war the coal used on the Berlin-Bardis Railway was supplied by the mines at Ereghli, operated by an English company, and at Zongoluk, where the French are in control of the mines. These were taken over by the Turks during the war and are at present directed by the Allies. On the other side of the Black Sea, in Bulgaria, colliery proprietors find their production sadly handicapped by the district with which the native workmen view the labor-saving coal-cutting machinery. It is possible that American dealers in modern coal-mining equipment might have more success in placing their product in that district than British companies have had, but so far the introduction of any of the up-to-date machinery is followed by such serious unrest among the workers that it is unprofitable.

The aid which America has been giving to Armenia, through the Near East Relief has helped the people over there not only to ward off starvation but to realize their economic possibilities in the future—providing a future is in store for Armenia.



YANKS and LEGIONAIRES

Forceful Facts Concerning the Interests of Former Soldiers, Sailors and Marines.

England has in training 23,21 disabled service men. The national wealth of Japan has been doubled by the World War.

Officers of the British army registered as unemployed number 13,263.

Tank corps of various French regiments recently held a tank race near Versailles.

The Chemawa (Indian) Service Flag has 225 stars, some of them being gold stars.

Part of the personnel of the United States navy was made up of Indians from Alaska.

Of the 3460 miles of railways destroyed in France, 2535 miles have been reconstructed.

The U. S. Government seized \$150,000,000 worth of enemy-owned property during the war.

Of the 70,000 Elks who served with the American forces during the World War, 1037 went west.

In Paris four thousand taxis are upholstered in olive-drab army cloth left in the American army stores in France.

Great Britain has thirty-eight instructional factories either in operation or under construction, for the training of disabled men.

Seven arrests have been made at Washington in connection with the alleged conspiracy of some employees of the War Risk Insurance Bureau to defraud disabled soldiers.

The Great Lakes Training Station, where 3225 students are now

taking courses, is described as the biggest trade school in the world. Henry B. Halliwell, 31 years old, of Fox Chase, Pa., is believed to be the oldest surviving veteran of the United States Marine Corps. He enlisted at the age of 20.

Through a new tax levy on cafes, restaurants and hotels in Paris, two thousand jazz band artists, mostly from America, were thrown out of employment.

A special medal of bronze in the form of a keystone, was presented to 27,125 Pennsylvania Railroad men who served in the armed forces of the United States during the World War.

Actual cost of the war to European belligerents has in excess of \$1,000,000,000, represented by property destroyed, losses in investments abroad, depreciation of properties and by pensions.

Ten thousand draft evaders have been convicted and given sentences of from thirty days to one year in prison. Thirty thousand cases remain to be investigated.

The "Hood" a great British battleship continues to be the largest warship afloat, a distinction she will hold until the Massachusetts class of dreadnought comes into the United States navy service in 1921-22.

More than 12,000 former officers of the United States army, who held commissions during the war, have applied to the War Department for a chance to take examinations for re-entry into the service.

In France the police department of Paris recently purchased motor equipment, which during the war carried American doughboys to the battle front, for use in carrying out night raids in the troublesome sections of the city.

The name "America" was first used, according to the best authorities, in the village of St. Die, among the Vosges Mountains, in the east of France. It was often called the baptismal font of America.

"The immortal stunt" which stopped the German drive on Paris nearest Paris, to be long remembered by Americans was on the Chateau-Thierry road, near where it dips sharply southwest to Meaux and Paris.

Belated honors came to the Service of Supply, that division of the A. E. F. in whose work were neither thrills nor glory, recently at the launching of a craft, christened Tours, at Hog Island, near Philadelphia.

In the British army a new order provides that men enlisting into regiments of the foot guards will serve three years with the colors and nine years with the reserve, or seven years with the colors and five years with the reserve.

The German Government has commenced the restoration of the famous Louvain Library. Many valuable paintings and books which were carried away are now being returned under the compulsory terms of the Peace Treaty.

"Comrade of the Legion" is the name of John Philip Sousa's new march which was written at the request of officers of the American Legion and which, it is expected, will be authorized as the Legion's march when the National Convention meets at Indianapolis.

Additional clasps for the Victory Medal issued by the War Department, to be worn on the ribbon, are awarded for participation in any of the following major operations in France: Cambrai, Somme, Arras, Aisne, Ypres-Lys, St. Michael, Meuse-Argonne and the engagements at Vittorio Veneto, Italy.

Mrs. L. E. Brittain, of Dorchester, Mass., recently received a letter written to her by her son, Sergeant Major Wm. S. Brittain, of the 101st Ammunition Train, just before he was killed in battle near Plesnoy, France. It was full of good cheer and of hope for quick victory and a return home.

Private C. W. F. Childers is the only United States marine in the world who has never seen the United States. He is on duty at the American Legation in Peking, China. Childers was born of American parents in China and speaks the Chinese language like a native. His services as an interpreter are especially valuable to the marines.

Of all the countries engaged in the World War with Germany, the United States is the only great nation in which the war laws, with but two or three exceptions, remain in full effect. There are 110 war laws still in force since the armistice was signed nineteen months ago.

POLISH CHILDREN GARDENERS WARSAW.—Children's gardens which flourished in the United States this summer had their counterpart in Poland, due to the efforts of the American Junior Red Cross. The American community garden plan was duplicated in Warsaw and throughout Poland. Five thousand rakes, hoes, potato grubbers, hand cultivators and other garden tools were distributed and many thousands more were ordered during the season that the children might contribute toward alleviating the precarious food situation of Poland.

Cuba's exports in 1919 were twice as great in value as the combined exports of the countries between the Texas border and South America.

FARMS. From 20 to 200 acres. Well improved; \$50 per acre and up, in Ohio and Pennsylvania. Write for catalog.

LYNN and WEST, Cooks Arcade Ashtabula, Ohio.

Lincoln a Careful Observer Abraham Lincoln was a careful observer. He could tell in a minute whether a man was industrious and thrifty, or the opposite. An account with the Fairmont Trust Company indicates thrift and inspires regular deposits.

4% Interest Paid on Savings Accounts

Fairmont Trust Co. Fairmont, W. Va.

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CLASSIFIED ADVERTISING AND SPECIAL NOTICES

TELEPHONE your next ad to THE WEST VIRGINIAN, Room 1106, 1107, 1108, 1109, 1110, 1111, 1112, 1113, 1114, 1115, 1116, 1117, 1118, 1119, 1120, 1121, 1122, 1123, 1124, 1125, 1126, 1127, 1128, 1129, 1130, 1131, 1132, 1133, 1134, 1135, 1136, 1137, 1138, 1139, 1140, 1141, 1142, 1143, 1144, 1145, 1146, 1147, 1148, 1149, 1150, 1151, 1152, 1153, 1154, 1155, 1156, 1157, 1158, 1159, 1160, 1161, 1162, 1163, 1164, 1165, 1166, 1167, 1168, 1169, 1170, 1171, 1172, 1173, 1174, 1175, 1176, 1177, 1178, 1179, 1180, 1181, 1182, 1183, 1184, 1185, 1186, 1187, 1188, 1189, 1190, 1191, 1192, 1193, 1194, 1195, 1196, 1197, 1198, 1199, 1200, 1201, 1202, 1203, 1204, 1205, 1206, 1207, 1208, 1209, 1210, 1211, 1212, 1213, 1214, 1215, 1216, 1217, 1218, 1219, 1220, 1221, 1222, 1223, 1224, 1225, 1226, 1227, 1228, 1229, 1230, 1231, 1232, 1233, 1234, 1235, 1236, 1237, 1238, 1239, 1240, 1241, 1242, 1243, 1244, 1245, 1246, 1247, 1248, 1249, 1250, 1251, 1252, 1253, 1254, 1255, 1256, 1257, 1258, 1259, 1260, 1261, 1262, 1263, 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